

Auctions.



GOVERNMENT NOTIFICATION.

No. 153.

THE following Particulars and Conditions of SALE of CROWN LAND by PUBLIC AUCTION, to be held on the Spot, on MONDAY, the 11th day of May, 1896, at 4 p.m., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

COLONIAL SECRETARY'S OFFICE,
Hongkong, 26th April, 1896. 923

Particulars and Conditions of the Letting by Public Auction Side, to be held on MONDAY, the 11th day of May, 1896, at 4 p.m., by Order of His Excellency the Governor, of One Lot of Crown Land, in the Colony of Hongkong, for a term of 999 years.

Particulars of the Lot.

No.	Registration No.	Locality	Boundary Measurements		Annual Rent	Useful Price			
			ft. n. & ft.	ft. n. & ft.					
1	1,125	Inland South of Kowloon Road	107	139	156	131	18,120	132	2,718

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

TUESDAY,

the 12th May, 1896, at 2.30 p.m., at his Sales Rooms, Queen's Road—

HOUSEHOLD FURNITURE, &c.,

(For Sundry Account),

comprising—

TAPESTRY with PLUSH COVERED DRAWING-ROOM SUITES, LEATHER-COVERED EASY CHAIRS, BLACKWOOD MARBLE-TOP CENTRE TABLE, CHIMNEY GLASSES, PICTURES and ORNAMENTS, EXTENSION DINING TABLE, SIDEBOARD, WHATMAN, CHIFFONIER, GLASS BOOK CASES, DESK and COPING PRESS, CHOCOLATE, CLASS and PLATED WARE, DOUBLE and SINGLE IRON BEAUBRENTS, WARDROBES with PLATE GLASS DOORS, CHEST of DRAWERS, MARBLE-TOP DRESSING TABLES and WASHSTANDS, ONE BANJO, ONE BICYCLE and ONE 12-BORE CENTRAL FIRE FOWLING PIECE, &c., &c.

TERMS of SALE.—As customary.

J. M. ARMSTRONG,

Auctioneer.

Hongkong, May 8, 1896. 961

INTIMATIONS.

NOTICE TO MARINERS,

No. 59 (SPECIAL).

CHINA SEA.

Old Bar Channel blocked? Marks and Lights for discontinued.

Folima Channel clear.

Intended change in signalling depth on Bar.

NOTICE is hereby given that the S.S. *Orion* lies SURE, near the middle of the DEEP CHANNEL below the WOOSUNG INNER BAR, with her bow nearly in the line of the Old Bar Marks.

The wreck is marked by a Chinese boat showing a red flag by day and two red lights in a vertical line by night.

The Old Bar Marks and Lights, have been discontinued, and until further notice the depth on the Woosung Inner Bar will not be signalling during night time.

The FOLIMA CHANNEL is CLEAR.

On and after the 10th May, 1896, and until further notice, the signals at the Woosung Signal Station will indicate the depth of water in the Folima Channel.

A. M. BISHEE,

Coast Inspector.

Imperial Maritime Customs,
Coast Inspector's Office,
Shanghai, 30th April, 1896. 944

NOTICE.

NEITHER CAPTAIN NOR OWNER of S.S. *Olympia* will be RESPONSIBLE for DEBTS incurred by any MEMBER of CREW.

BODWELL, CARLILL & Co.

Hongkong, April 27, 1896. 884

TO LET.

DWELLING HOUSES—
HOUSES IN KIPON TERRACE,
FIRST FLOOR of No. 4, BLUE BUILDINGS.

No. 4, CAMERON VILLAS, THE PEAK; for 6 months. FURNISHED,
No. 4, KNOTSFORD TERRACE,
KOWLOON.

Applies to:
THE HONGKONG LAND INVEST.
MENT & AGENCY Co., Ltd.

Hongkong, April 23, 1896. 233

We are pleased to inform you that

the Hongkong Land Invest.

ment & Agency Co., Ltd.

Hongkong, April 23, 1896. 233

We are pleased to inform you that

the Hongkong Land Invest.

ment & Agency Co., Ltd.

Hongkong, April 23, 1896. 233

We are pleased to inform you that

the Hongkong Land Invest.

ment & Agency Co., Ltd.

Hongkong, April 23, 1896. 233

We are pleased to inform you that

the Hongkong Land Invest.

ment & Agency Co., Ltd.

Hongkong, April 23, 1896. 233

We are pleased to inform you that

the Hongkong Land Invest.

ment & Agency Co., Ltd.

Hongkong, April 23, 1896. 233

We are pleased to inform you that

the Hongkong Land Invest.

ment & Agency Co., Ltd.

Hongkong, April 23, 1896. 233

We are pleased to inform you that

the Hongkong Land Invest.

ment & Agency Co., Ltd.

Hongkong, April 23, 1896. 233

We are pleased to inform you that

the Hongkong Land Invest.

ment & Agency Co., Ltd.

Hongkong, April 23, 1896. 233

We are pleased to inform you that

the Hongkong Land Invest.

ment & Agency Co., Ltd.

Hongkong, April 23, 1896. 233

We are pleased to inform you that

the Hongkong Land Invest.

ment & Agency Co., Ltd.

Hongkong, April 23, 1896. 233

We are pleased to inform you that

the Hongkong Land Invest.

ment & Agency Co., Ltd.

Hongkong, April 23, 1896. 233

We are pleased to inform you that

the Hongkong Land Invest.

ment & Agency Co., Ltd.

Hongkong, April 23, 1896. 233

We are pleased to inform you that

the Hongkong Land Invest.

ment & Agency Co., Ltd.

Hongkong, April 23, 1896. 233

We are pleased to inform you that

the Hongkong Land Invest.

ment & Agency Co., Ltd.

Hongkong, April 23, 1896. 233

We are pleased to inform you that

the Hongkong Land Invest.

ment & Agency Co., Ltd.

Hongkong, April 23, 1896. 233

We are pleased to inform you that

the Hongkong Land Invest.

ment & Agency Co., Ltd.

Hongkong, April 23, 1896. 233

We are pleased to inform you that

the Hongkong Land Invest.

ment & Agency Co., Ltd.

Hongkong, April 23, 1896. 233

We are pleased to inform you that

the Hongkong Land Invest.

ment & Agency Co., Ltd.

Hongkong, April 23, 1896. 233

We are pleased to inform you that

the Hongkong Land Invest.

ment & Agency Co., Ltd.

Hongkong, April 23, 1896. 233

We are pleased to inform you that

the Hongkong Land Invest.

ment & Agency Co., Ltd.

Hongkong, April 23, 1896. 233

We are pleased to inform you that

the Hongkong Land Invest.

ment & Agency Co., Ltd.

Hongkong, April 23, 1896. 233

We are pleased to inform you that

the Hongkong Land Invest.

ment & Agency Co., Ltd.

Hongkong, April 23, 1896. 233

We are pleased to inform you that

the Hongkong Land Invest.

ment & Agency Co., Ltd.

Hongkong, April 23, 1896. 233

We are pleased to inform you that

the Hongkong Land Invest.

ment & Agency Co., Ltd.

Hongkong, April 23, 1896. 233

We are pleased to inform you that

the Hongkong Land Invest.

ment & Agency Co., Ltd.

Hongkong, April 23, 1896. 233

We are pleased to inform you that

the Hongkong Land Invest.

ment & Agency Co., Ltd.

Hongkong, April 23, 1896. 233

We are pleased to inform you that

the Hongkong Land Invest.

ment & Agency Co., Ltd.

Hongkong, April 23, 1896. 233

We are pleased to inform you that

the Hongkong Land Invest.

ment & Agency Co., Ltd.

Hongkong, April 23, 1896. 233

We are pleased to inform you that

the Hongkong Land Invest.

ment & Agency Co., Ltd.

Hongkong, April 23, 1896. 233

We are pleased to inform you that

the Hongkong Land Invest.

ment & Agency Co., Ltd.

Hongkong, April 23, 1896. 233

We are pleased to inform you that

the Hongkong Land

LOCAL AND GENERAL.

PASSED SUEZ CANAL.

(SUPPLIED THROUGH REUTER).

OUTWARD BOUND.—*Borneo, Aggi, Marmidom, Belona, St. Ronald, April 7; Diamond, Melbourn, Ocean, 10; Agamemnon, Ixion, Jupes, Marazon, 17; Fau Gau, 21; Paiting, Oceanian, 24; Glenowen, 28; Achilles, Aiden, Capricorn, Neptune, May 1; Baudouin, L'Esphemer, Ross Castle, Glamorganshire, Balmoral, Dordogne, Wickham, 5.*

HOODWARD BOUND.—*Merionethshire, Ningchow, March 27; Prinz Heinrich, Port Adelaide, 31; Glenruin, April 14; Chasse, Preussen, 21; Frigga, Maria Teresa, 24; Tantalus, May 1.*

Mails.

The M. M. Co.'s a.s.s. *Caledonian*, with the FRENCH MAIL at 10th April, left Singapore on Tuesday, the 6th May, at 3 p.m., and may be expected here on or about Tuesday, the 12th May. This packet brings replies to letters despatched from Hongkong on March 4.

The P. M. a.s.s. *City of Rio de Janeiro*, with mails, &c., from San Francisco for this port, via Yokohama and Nagasaki, on the 26th April.

The P. M. a.s.s. *City of Peking*, with mails, &c., left San Francisco for this port, via Yokohama and Nagasaki, on the 4th instant.

Steamers Expected.

The N. Y. K.'s Chartered steamer *Caspian*, from Bombay, left Singapore for this port on the 4th instant, and may be expected here on or about Monday, the 11th inst.

The Austrian Lloyd's a.s.s. *Vindobona* left Singapore for this port on the 6th inst. The P. & O. a.s.s. *Japan* left Singapore for this port on the 7th inst.

The D. D. R. steamer *Ceres*, from Hamburg, left Singapore for this port on 7th inst., and may be expected here on or about the 13th inst.

Latest Advice.

The *Empress of India*, from Hongkong, left Yokohama yesterday (Friday) afternoon for Victoria and Vancouver, P.C. The *Empress of Japan*, from Vancouver, arrived at Shanghai at 10.30 p.m. on the 9th inst., and was to leave at 8 a.m. on the 9th inst. for Hongkong, where she is due at 8 a.m. on Tuesday, the 12th inst.

The Rev. G. H. M. *Immortalis*, well known to Hongkong people, has been appointed Church of England Chaplain to H.M.S. *Victor Emanuel*, and for Naval Yard and Hospital duties in place of Rev. St. Aidan Bayley.

The Secretary of the Punjum Mining Company, Limited, advises us that he has received the following cable from the Mine, being the result of the April clean-up.—Transliteration.—"The Mill ran 27 days, crushing 1050 tons of 500 ozs. of smelted gold. Forty tons of concentrate were washed, yielding 100 ozs. The Cyanide clean-up is not yet finished."

A WRITER in the Straits Times, regardless of the risk of castigation he runs from the British North Borneo Herald, ventures to say that "in records of finance Borneo is famous as the one place in all the world of which it is notable that no money invested ever returns to the investor. Is there one single human being who can say that he has put any money into Borneo and ever got any of it back again?" Hero is temerity indeed.

The Admiralty have given instructions for the second-class cruiser *Leander*, 10,480 tons, 5000 horsepower, attached to the Medway Reserve to be thoroughly overhauled and repaired for another term of active service. The *Leander* (says the Standard), which was built at the works of Messrs Napier and Sons, of Glasgow, in 1881, recently returned to England after ten consecutive years' service on the China Station. The cost of preparing her for further service is £27,388.

The Hon. Treasurer of the Alice Memorial and Netherton Hospitals beg to acknowledge with thanks the following donations to the funds of the Hospitals:—

Butterfield and Swire, \$100.

Hk. S. and Banking Corporation, 100.

E. D. Sampson and Co., 100.

Lane, Crawford and Co., 50.

Mitsui Busan Kaihatsu, 50.

A. G. Roman, 50.

Scottish Oriental S. S. Co., 50.

Abdullah Ebrahim and Co., 25.

Banque de l'Indo-Chine, 25.

Bradley and Co., 25.

Cowesee Palliance and Co., 25.

Victor H. Deacon, 25.

H. L. Denny, 25.

The whitest description of the Military Mule we have yet seen comes from the pen of the Weekly Topic in the Singapore Free Press. It is as follows:—We have invented a new game. It consists in taking one dollar, from any source, honestly if possible, and changing it quickly from one pocket into another and keeping a note of the transfer. We found that the revenue of our right-hand trs-rs pocket was, after half-an-hour, exactly \$600, the revenue of the left-hand trs-rs pocket was also \$600, the gross revenue of both pockets, less land sales, of which there were none, being exactly \$1,200. We intend to apply 17½ per cent of this revenue, when we can put our hands on it, to the Defence Contribution of Singapore. Meanwhile we note that from any "source of revenue" our receipts were just \$1. We have forwarded the statement of this revenue to the Secretary of State for the Colonies, and expect a despatch on the subject in due course.

W. Robinson & Co.'s Pianos are guaranteed for the climate. Pianos Repaired equal to new.

The only changes in our Share List are:—
Punjum, \$14, sales and sellers; New Balmoral, \$2; Hongkong Hotels, \$32, sales.

On Sunday morning, between 9 and 10.30 o'clock, the steam-launch *Dayspring*, carrying the Bethel flag, will call alongside any vessel hoisting the answering pennant, to convey two seafarers to 11 a.m. service at St. Peter's (Seamer's) Church, returning about 12.30.

ABOUT 12.30 this morning fire was discovered to have broken out on the first floor of No. 12 Sutherland Street. The Fire Brigade extinguished the flames in about ten minutes. An examination of the premises revealed rather suspicious circumstances. The floor was only slightly charred, and there was a strong smell of kerosene about the house. A quantity of firewood and paper and several grain bags were found saturated with kerosene oil, while three earthenware pots and two buckets were found to contain kerosene. A liberal supply of kerosene had also been thrown over the floor. The house was occupied by a Chinese broker, but that worthy has disappeared, and it is supposed he has gone to Canton. It is not known whether the house is insured.

LAST night Mr. Granville Sharp delivered at lecture on "Imperialism and the British Empire" to the Odd Volumes Society. There was a large attendance. Commodore Boyes, R.N., presided. In the opening part of his lecture Mr. Sharp spoke of the many influences which had operated in recent years to subdue the British people. He spoke in optimistic terms of the prospects of development in our Australian Colonies, considering it probable that Australasia will yet show a development equal to that of the United States. With the development of the wool trade of the Australian Colonies, and the difficulties of manufacturing on the spot to supply Europe and Asia, he hinted at the establishment of wool manufactories in Hongkong. Dealing with the Army and Navy, he was of opinion that we had as good men now as those who led and fought at Trafalgar and at Waterloo, and that when the alarm was sounded we should find them well prepared. Mr. Chamberlain had stated that the British nation holds her possessions in trust for the world at large. The law recognises a duty on the part of trustee not only to guard and preserve trust funds and property but also to secure their profitable employment and increase. Where there was life in individuals, families, cities, countries, there must be continuous growth, and the British Empire could be no exception to this rule. When her superior civilisation was brought into contact with that which is inferior, as in India, China, Burma and Africa, extension followed without any ambitious motive on her part, but from the unavoidable circumstances of her surroundings. It was the natural manifestation of the life and vigour with which her sons had been graciously endowed. If continuous and growing emigration was necessitated by our population increasing twice as fast as that of France, might we not fairly take the lead in colonising enterprise. The editor of one of the European papers had lately discovered that England is encroaching the world with her territory? That editor might yet learn that England intended, by God's help, to keep it. It was the mercantile marine which was instrumental in the first appropriation and earlier development of our possessions abroad. It was the British Navy which had completed the chain of our national strength, and which held in fee simple its inheritance for the people of the British Empire. In the latter portion of his address Mr. Sharp quoted from various speakers in praise of the Imperial idea, referring on the prominent place outside the Empire's ports had taken in the development of national characteristics. At the close of the address some remarks were made by Mr. J. F. Francis, and in replying, the lecturer said the idea of Imperialism was at present the love of our present system of Government under our Queen and under her successors by right. The usual votes of thanks closed the meeting.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE "CHINA MAIL."]

LONDON, May 7.

LI HUNG CHANG IN RUSSIA.—Li Hung Chang has been sumptuously received by the Czar and Czarina at Zarkosko.

THE UNITED STATES.—THE PRESIDENTIAL ELECTION.—Several States have nominated Mr. McKinley as the Republican Candidate for the Presidency, and there appears to be a strong likelihood of his election.

LAWN TENNIS TOURNAMENT.—
Friday, May 8.
DOUBLE HANDICAP.
ATHLIE.

Captain Dryson and S. E. Hollond (scratch) beat O. M. Firth and F. Maitland (two 3s)—6-2, 6-1.

"B" CLASS SINGLES HANDICAP.—R. E. Bellius (receive + 1) beat J. A. Jupp (two 3s).

NOTES BY THE WAY.

I was reading some predictions on the Two Thousand Guineas and the Derby in a London weekly, and came across the following fact which may be of interest to your readers:—John Porter, in the last thirteen years, has been 'nine' times either first or second for the Derby; five times first, with *Shotsover '92*, *St. Blaise '93*, *Ormonde '95*, *Sainfoin '90*, *Common '91*; and four times second with *Paradise '95*, *Miguel '95*, *La Fieche '92*, and *Matchbox '94*. A grand record surely, and one may well think a sixth Derby awaits him this year with *Regret*, though we are most of us loyal enough to hope he may be second to Persimmon rather than first on the third of June next.

I see from a Canadian paper that Petty Officer Rowd, of H.M.S. *Royal Arthur*, has been distinguishing himself for quick and accurate firing, and has established a record for the 6-inch rapid firing guns with which that cruiser is equipped. While steaming at twelve knots an hour, Rowd succeeded in putting eleven out of thirteen shots through a target, 12 feet square, at 1600 yards distance, having his fortieth shot ready for firing when time was called for trial, for which but two minutes were allowed. Rowd is said by this performance to have not only established an enviable notoriety with ordnance much prized in the Navy, but will have the satisfaction of being reported to the Admiralty for superior efficiency and of obtaining considerable pension in addition to his wages. On a previous occasion, one of the *Royal Arthur's* six-inch guns fired eighteen rounds in three minutes, making fourteen hits, the ship steaming at eight knots to 1600 yards distance, and ending with 2,200 yards. That is an average of 6 rounds and 4.6 hits per minute. Rowd has now, under pretty much the same conditions to distance, the ship steaming at twelve knots instead of eight, made an average of 6.5 rounds and of 5.6 hits per minute. As the newspaper says, this is one of the men to have behind a gun. I have heard some tall stories about shooting on board the *Centurion*, but I do not think anything comes up to this. The best record on board the *Centurion* for similar distances and speed as the *Royal Arthur* is

SHANGHAI RACES.—
OFF DAY.—Saturday, May 9.

MEET AND A HALF RACE.—

Destroyer 1

Realization 2

Savazier 3

6 starters. Distance, miles 1. Time, 2.18.

THE BROKERS' CUP.—

Iravacaddy 1

Bulawayo 2

Chito 3

12 starters. Distance, miles 1. Time, 1.12.

MILE RACE.—

Hercules 1

Heatherfield 2

Black and White 3

10 starters. Distance, miles 1. Time, 2.12.

THE "VISION" CUP.—

Gossip 1

Escolme 2

Isoldin 3

12 starters. Distance, miles 1. Time, 1.12.

THE BIG SWEET CUP.—

Sinbad 1

Clafio 2

Elips 3

4 starters. Distance, miles 1. Time, 1.12.

THE MASCOT CLUB CUP.—

Centurion 1

Cranberry 2

Prince 3

7 starters. Distance, miles 1. Time, 1.24.

CUP (not stated).—

Meneji 1

Trilby 2

Determental 3

5 starters. Distance, miles 1. Time, 2.24.

THE ENCOURAGEMENT CUP.—

Briyond 1

Sugarcane 2

5 starters. Distance, miles 1. Time, 1.24.

THE MASCOT CLUB CUP.—

Widow 1

5 starters. Distance, miles 1. Time, 1.24.

RUSSIAN INTERFERENCE AT CHEFOO.

THREATENING TO LAND MEN.

(Special Telegram from Our Own Correspondent).

SHANGHAI, May 9, 4.46 p.m.

With reference to the difficulties which

seven hits in ten shots, which is reckoned not bad with target and ship in motion.

There has been a little sensation in Hongkong over the subject of "watering milk." Would it surprise you to know that the average Englishman prefers a fair proportion of water with his butter? I read in an Australian newspaper that complaints have been received from Manchester that the Victorian butter sent there recently has

too little water. Danish and Swedish butter, it appears, contains from 12 to 14 per cent. of water, whereas the greater portion of Victorian has only from 4 to 6 per cent.

A certain percentage of water is necessary for the preservation of aroma and flavour, and when cut up by retail people dry butter

contrasts unfavourably with that containing a little moisture. Commenting on this complaint, the *Sydney Mail* expresses the opinion that the Manchester men must have come upon an odd sample. We have record of where English, French, German, Danish, and Australian butter were analysed, 200 samples in all, which showed that where the English contained 11.12 per cent. the Australian had 11.5 per cent. French and Danish ranged nearly up to 14 per cent.

We know a market in which the quantity of water in fresh butter sometimes ranges up to 20 per cent., but this would not be suitable for export.

MISCELLANEOUS.—Green Islands uncharted. Watsons sold at \$13 cash, and \$13 for 31st May, and close with cash sellers at \$13. Hongkong Electric has been fixed at \$7 and \$13, and are wanted at latter rates. Kupes sold at \$118 to \$118; cash and end of the month, and more are wanted at this price. Gas, Fenwick, after small sales at \$25, are weaker and obtainable at \$23, owing to the death of Mr. Fenwick, however, will not affect the working in the least. Ices sold at \$107, and are steady. Bull's Asbestos are on offer at \$8.

FRAGRANT WATERS' MURMUR.

That the leading men of the community—

Britishers, I mean—are reported to be

making arrangements for taking a ballot upon the question of popular representation to the Sanitary Board.

That I understand the non-British rate-

payers are to be excluded in order to

</

Notices to Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's S.S. *Kuangs* having arrived from the above Ports Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon of the 11th Inst. will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by

JARDINE, MATTHESON & Co., General Managers.

Hongkong, May 7, 1896. 958

GLEN LINE OF STEAM PACKETS. FROM MIDDLESBORO, LONDON AND STRAITS.

THE Steamship *Glenagle* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed from their risk and into the Godowns of the HODGSON and KOWLOON WHARF and GODDOWNS CO., LTD., at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 2 p.m. To-day.

Cargo remaining undelivered after the 14th Instant will be subject to rate.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 21st Inst., otherwise they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th Inst., at 11 a.m.

Bills of Lading will be countersigned by

JARDINE, MATTHESON & Co., Agents.

Hongkong, May 7, 1896. 953

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *BRINDISI*.

FROM BOMBAY AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG and KOWLOON WHARF and GODDOWNS COMPANY'S Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo—

From PERSIAN GULF or B. I. S. N. Co., and Bombay Persian S. N. Co.'s Steamers. Goods not cleared by the 11th Instant, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and notice of same given to the Undersigned, on or before the 13th Instant, after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, May 4, 1896. 957

NOTICE TO CONSIGNEES.

STEAMSHIP *PATHAN*, FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG and KOWLOON WHARF and GODDOWNS CO., at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th Inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 11th Instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th Inst., at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL, CARLILL & Co., Agents.

Hongkong, May 5, 1896. 943

INSURANCES.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 1st DECEMBER, 1894, £11,671,018 2s. 2d.
Authorized Capital..... £3,000,000.00
Subscribed Capital..... £2,700,000.00
Paid-up Capital..... £2,700,000.00
Fire Funds..... £2,410,922.3
Revenue Fire Branch..... £1,540,856.17

HAVING been appointed Agents of the above Company we are prepared to Accept EUROPEAN and CHINESE RISKS at Current Rates.

SHEWAN & Co., Agents.

13 July, 1895. 1300

UNION ASSURANCE SOCIETY.

Instituted in the Reign of Queen Anne A.D. 1714.
CAPITAL FULLY SUBSCRIBED, £450,000.
CAPITAL PAID UP, £180,000.
TOTAL INVESTED FUNDS EXCEED £2,700,000.
TOTAL ANNUAL INCOME, £50,000.

THE Undersigned, having been appointed AGENT of the above Society in Hongkong, is prepared to issue Policies against FIRE on the usual terms.

HARRY WICKING,
Praya Central.

THE MANCHESTER FIRE ASSURANCE COMPANY.

(ESTABLISHED A.D. 1824.)

CAPITAL..... £3,000,000
TOTAL FUNDS AND SECURITY..... £2,480,053
NET ANNUAL FIRE PREMIA..... £757,478

HAVING been appointed AGENTS of the above Company we are prepared to Accept EUROPEAN and CHINESE RISKS at Current Rates.

HOLLIDAY, WISE & Co., Agents.

Hongkong, January 1, 1896. 12

Shipping.

Steamers.

CHINA NAVIGATION COMPANY, LIMITED.
FOR CHEFOO AND TIENSIN. The Co.'s Steamship *Kuangs*, Capt. OUTENHURGE, will be despatched as above on MONDAY, the 11th Instant, at 3 p.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, May 5, 1896. 942

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOURABAYA. The Co.'s Steamship *Hupch*, Capt. J. YOUNG, will be despatched as above on MONDAY, the 11th Instant, at 3 p.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, May 5, 1896. 941

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOURABAYA. The Co.'s Steamship *Ousang*, Capt. J. YOUNG, will be despatched as above on MONDAY, the 11th Instant, at 4 p.m. For Freight or Passage, apply to JARDINE, MATTHESON & Co., General Managers. Hongkong, May 1, 1896. 914

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY, UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.

STEAM TO SHANGHAI & KOBE. The Co.'s Steamship *Vindobona*, Capt. BEELER, will leave for the above places on TUESDAY, the 12th Instant.

For Freight or Passage, apply to SANDER & Co., Agents. Hongkong, April 29, 1896. 803

PROPOSED SAILINGS FROM HONGKONG.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN & QUEENSLAND PORTS and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship *R A V E N N A*, Captain E. STREET, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 21st May, at Noon, taking Passengers and Cargo for the above Ports. This Steamer connects at Bombay with the Steamship *SHANNON*, leaving that port on the 12th JUNE, for LONDON Direct.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 6 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Collector of Customs, San Francisco.

For further information as to Freight, Passages, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent. Hongkong, April 29, 1896. 872

PROPOSED SAILINGS FROM HONGKONG.

FOR CHINA AND JAPAN. (Subject to Alteration.)

At noon..... Friday..... 15th May.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

The Steamship *Aslona*, will be despatched from the above on THURSDAY, the 16th Instant.

For Freight or Passage, apply to R. & O. S. N. Co.'s Office, Hongkong, May 7, 1896. 957

PROPOSED SAILINGS FROM HONGKONG, 1896. (Subject to Alteration.)

At noon..... Friday..... 15th May.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

The Steamship *Aslona*, will be despatched from the above on THURSDAY, the 16th Instant.

For Freight or Passage, apply to R. & O. S. N. Co.'s Office, Hongkong, May 7, 1896. 955

THE OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896. (Subject to Alteration.)

At noon..... Friday..... 15th May.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

The Steamship *Aslona*, will be despatched from the above on THURSDAY, the 16th Instant.

For Freight or Passage, apply to R. & O. S. N. Co.'s Office, Hongkong, May 7, 1896. 955

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship *Sarpedon*, Capt. JACKSON, will be despatched as above on SATURDAY, the 16th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, May 4, 1896. 932

RICKMERS' REGULAR LINE OF STEAMERS.

FOR ANTWERP, BREMEN AND HAMBURG. (Taking Cargo at through rates to RED SEA, MEDITERRANEAN and BLACK SEA PORTS.)

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. Hongkong, May 4, 1896. 932

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Karlsruhe..... Tuesday, May 26.

Prin Heinrich..... Tuesday, June 23.

Preussen..... Tuesday, July 21.

Sachsen..... Tuesday, August 18.

Bremen..... Tuesday, September 15.

Prin Heinrich..... Tuesday, October 13.

Preussen..... Tuesday, November 10.

ON TUESDAY, the 26th day of May, 1896, at 9 a.m., the Company's S.S. *KARLSRUHE*, Captain H. WALTERS, with MAILED, PASSENGERS, SPECIE, and CAIGAO, will leave this port above, sailing at NAPLES and GENOA.

Shipping Orders will be granted till

Noon, on SATURDAY, the 23rd Instant.

Cargo and Specie will be received on board until 5 p.m., on MONDAY, the 26th Instant, and Parcels will be received (at the Agency's Office) until Noon on MONDAY, the 26th Instant. Content of Packages are required. No Parcel Receipts will be issued for less than \$2.00, and Parcels should not exceed Two Foot Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

Cargo can be washed on board.

For further Particulars, apply to

MELHORERS & Co., Agents.

Hongkong, May 4, 1896. 962

Sailing Vessels.

FOR NEW YORK.

The 3/3 L.I.I. American Barque *Gerard O. Foley*, Capt. SHIPLEY, shortly expected, will load here for the above Port, and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBERG & Co., Agents.

Hongkong, May 4, 1896. 782

FOR SAN FRANCISCO.

The 100 A.I. British Ship *Queen Elizabeth*, FULTON, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

SHEWAN & Co., Agents.

Hongkong, February 18, 1896. 988

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, PONDICHERY,

MADRAS, CALCUTTA, DJ

